NEW HUNTERS POINT COMMUNITY

FIRST PHASE
DESIGN GUIDELINES
PRELIMINARY MASTER PLAN

MAY 29, 1968

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these DESIGN GUIDELINES are for the use of architects in the design of First Phase Housing and may be amended upon preparation of the FINAL MASTER PLAN

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INTRODUCTION

The Preliminary Master Plan is a guideline for future development of the New Hunters Point Community. It is a framework for the physical design necessary to implement the goals of the Bayview-Hunters Point Joint Housing Committee and the San Francisco Redevelopment Agency.

It is in the formulation of broad design solutions that the Master Plan acts as a guideline, indicating essential circulation patterns, dwelling unit disposition, dwelling unit character, and open space character. Undoubtedly, precise design solutions will modify the Preliminary Master Plan in minor ways, but such modifications are not expected to violate its fundamental planning principles and architectural character.

The Design Guidelines are intended to explain and convey the planning standards and fundamental design concepts of the Preliminary Master Plan. In addition, the Design Guidelines are intended to convey those "design controls" necessary to guide future architectural design development towards achieving the planning principles and architectural character intended by the Master Plan.

HOUSING PARCELS

Parcels of varying size have been delineated by the Master Plan reflecting boundaries and size as an interaction of road system and topography. The finite planning and design of each parcel shall be directed towards consideration of all related factors of environment and function to create a residential neighborhood of high quality.

An important goal of the Master Plan is to create a community which provides as many dwelling units as possible commensurate with maintaining a high general standard of liveability and sense of community. Accordingly, the Master Plan indicates that a density of approximately twenty-one dwelling units per gross acre of those areas devoted specifically to housing is possible in each housing parcel. The programmed quantity of dwelling units to be developed in each parcel, their types, and their sizes, shall be followed except where variations are developed by non-profit sponsors and/or the Architect, and approved by the Prime Consultant, the San Francisco Redevelopment Agency, the Joint Housing Committee, and the FHA.

It will be considered highly important to develop a variety of types and designs of dwelling units within individual housing parcels in the sense of variety within the overall community character and to minimize an institutionalized "project" character.

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MODULES

Dwelling units are indicated on the Preliminary Master Plan by the use of modules reflecting average unit size irrespective of quantity of bedrooms or other variations. This planning module system designates maximum quantity of dwelling units contemplated in relation to parking and street access. Location of each module in relation to street and topography relates directly to its building type designation (four types). Generally, uphill modules represent two story buildings and downhill units represent three-story buildings. This modular planning system develops a broad guide for detailed architectural design while allowing variation and flexibility for individual designers to adjust to the specifics of the program applying to numbers of dwelling units of various sizes, and bedroom components.

The use of the planning module is a device to ensure that an adequate space envelope for final architectural design is provided. Rather than a rigid building design layout, this system presents a framework to indicate relationships to topography, street and parking access, circulation, recreation and general open space quantity and character and is related to programmed quantity and average size of dwelling units. Since the disposition of modules determines to a considerable extent the overall Master Plan design character, it is considered important to retain the basic relationships within which there will be allowed the many necessary minor variations of a detailed architectural design. Building types have been developed primarily to indicate feasibility as relates to topography and pedestrian and automobile access.

STREETS

Although, by normal traffic standards, all streets within the project area are "minor" streets, they have been classified for planning purposes as "collector" streets and "secondary" streets. The collector streets are Hudson, LaSalle, Newcomb, and Ingalls. All other streets are classified as secondary streets.

The Master Plan provides that the majority of cars parked off-street will back into secondary streets. Traffic hazards thereby are reduced, and the traffic movements which the collector streets serve are simplified and minimized.

Secondary streets have been planned as cul-de-sac streets and one-way loop streets. Many of the cul-de-sac streets have been planned as split-level streets. The advantageous use of split-level streets creates a desirable relationship of dwelling unit to dwelling unit, dwelling unit to street, and dwelling unit to grade. Following are some advantages of split-level streets which have been applied:

a) Provision of on-street parking at the split-level island to serve dwelling units with extensive curb cuts which prohibit parking directly in front of units.

b) Provision of a green landscaped area within the street.

c) Provision of better views for uphill dwelling units.

d) Reduction of change-of-grade within housing parcels.

Inasmuch as approximately 75 % of the curb frontage of uphill dwelling units and approximately 85% of the curb frontage of downhill dwelling units are cut for driveways, the provision of on-street parking at the split-level island is an important advantage. Since the amount of available area for landscaping within the sidewalk-to-curb space is practically non-existent, the provision of landscaping within the street island is utilized to provide visual relief from continuous asphalt areas. Inasmuch as many of the dwelling units may be designed with major living spaces oriented to distant views downhill,the lowering of dwelling units across the street through use of the split elevation street can aid in maintaining views from uphill units. Since the change of elevation incorporated in the street would otherwise be within the dwelling unit complex, this also allows improved visual supervision of and pedestrian access to courtyard spaces and facilities, i.e. more usable level space between building groups.

OFF-STREET PARKING

The Master Plan provides approximately one off-street parking space per dwelling unit with emphasis on planning off-street parking spaces as closely as possible to individual dwelling units.

Generally, off-street parking spaces for uphill dwelling units will be underneath the dwelling units served. Thirteen feet of curb frontage per unit has been allowed in programming the number of uphill dwelling units that may be built as related to possible parking spaces. This designates sufficient space for automobiles, necessary wall thicknesses, and an entrance space to dwelling units. Adequate garage depth, and where necessary, low retaining walls and/or warping space from sidewalk to garages must be considered in detailed architectural design.

Off-street parking spaces for downhill dwelling units have been planned at street-entrance level. Curb frontage of eleven feet eight inches per automobile has been allowed in programming the number of downhill dwelling units that may be built and served by off-street parking spaces. This method of space planning allocates space for three two-car carport spaces twenty feet wide and an entrance walk area ten feet wide to serve six dwelling units. Twenty-two feet perpendicular to the street has been planned for parking space depth. Where necessary, low retaining walls parallel to the street, and/or perpendicular to the street, shall be defined by detailed architectural design to adjust units to the inclined street and site condition.

Parking bays have been planned for dwelling units where located along some collector streets, allowing back-up space within the bay. Space for landscape screening shall be given consideration in detailed architectural design. Wherever possible large parking bays shall be avoided in favor of multiple units of smaller size interspersed with planting and minor slopes to develop grade changes. Cross slopes in parking areas may be utilized to reflect sloping site conditions but will be limited to conform to desirable vehicular movement and safety standards.

Although planning factors dictated by topographical and other site factors predetermine a variety of parking conditions, actual design shall also consider a variety to allow freedom of choice to the tenant or purchaser. Where cost or mandatory limitations of federal program does not allow covered parking space, when such space is immediately in front of dwelling unit on an individual basis, it shall be designed to allow future carport type cover to be developed by owner to a design originally established. Such designs shall provide a relatively simplified construction technique to be adaptable to self-help unskilled construction procedure. Where cost allows, some bay parking shall have a shelter designed for group parking. Since such parking areas are predominately in front of dwelling units and in the majority of conditions may be downhill, with roof prominently exposed to view, special design attention shall be given to character and choice of materials.

Although it is to be assumed that the additional cost of enclosed garages will prohibit their widespread use, particularly in those units under subsidized programs, in order to provide variety of choice relative to purchase and/or rental costs, some enclosed garages should be planned. These will probably predominate in row house uphill types of market rate interest programs.

ON-STREET PARKING

On-street parking for visitors' cars or additional cars owned by residents has been provided in the Master Plan. The amount of available on-street parking generally varies from one space per three dwelling units to one space per two dwelling units.

Some split-level cul-de-sac streets provide on-street parking spaces in relation to center islands. Dwelling units, where adjacent to one-way loop streets, generally will use adjacent collector streets for the provision of the majority of on-street parking spaces.

BUILDING TYPES

The Master Plan utilizes four basic building types. These are designated as

A. uphill type,

B. downhill type,

C. cascading type,

D. stepped base type

Building type A occurs uphill from the street and is planned as two living stories. This building type accomodates two automobiles in a covered area.

Building type B occurs downhill from the street and is planned as two or three living stories on a pad or over a substructure. This building type requires an independent parking area uphill from the dwelling units.

Building type C occurs between an uphill street and a downhill street and is planned as two living stories over substructure. This building type generally contains twelve dwelling units placed on both sides of a longitudinal wall and is stepped down the hill under a continuously sloped roof. This type accomodates four automobiles in a covered area at the uphill street and four automobiles in a covered area at the downhill street.

Building type D occurs between an uphill street and a downhill street and is planned as a variable number of living stories under a common roof height in a horizontal plane. This building type generally accomodates eight dwelling units

that vary in height from one story at the uphill street to three stories at the downhill street. Four automobiles are accomodated in a covered area.

The dwelling types used as a basis for the Preliminary Master Plan were developed for the purpose of ensuring a feasible and workable condition and to develop the desired overall character of the plan. Although it is intended that subsequent detailed architectural design will generally follow and be guided by these original concepts, it is not intended to discourage the evolution of other and different building types or variations to the basic types presented. Thereby the basic dwelling types are to be considered as guides rather than restrictional.

NEIGHBORHOOD COMMERCIAL FACILITIES

Among specific housing groups as determined by the program of the Housing Feasibility Consultant, it is planned to develop small neighborhood convenience stores such as would be "mom and pop" shops. These would be primarily grocery stores; however, they will in addition sell various basic commodities such as a minimum offering of drugs, paper goods, and variety items. Such shops shall be designed directly as part of a multi-unit building, utilizing a lower and on-grade level placed in such manner as to be conveniently accessible for pedestrians and reasonably convenient to on-street parking. The shops shall also be reasonably convenient for the delivery of merchandise and pickup of refuse. They shall contain limited storage rooms and toilet facilities.

CHILD CARE CENTERS

As indicated diagrammatically on the Master Plan and as more specifically programmed by the Housing Feasibility Consultant, Child Care Center units shall be designed as a part of some housing groups. These units which are contemplated to be constructed by the non-profit sponsors as an integrated part of their housing construction must be conveniently placed for use by the immediately surrounding dwelling units as well as those in the general area. They should be located convenient to pedestrian access as well as to automobile access for those who will come to deliver and pick up children. While the specific program for these units will indicate overall sizes as well as sizes and characteristics of functional areas within the units, generally such units are expected to be designed with a primary space for a classroom-meeting room. They should be designed so that the small scale children's furniture may easily be moved aside and conveniently stored for the alternate use of the meeting room for adult meetings and similar uses. These units are expected to have a gay, inviting, and colorful character offering a pleasant circumstance for use by children, teenagers, and adults. Exterior paved areas should adjoin these facilities to be used in conjunction with them for various activities. In addition, they should have closely related tot-lots which shall be developed in conjunction with landscape design.

ARCHITECTURAL DESIGN DEVELOPMENT

A. Introduction

Further architectural design development should maximize both natural and man-made planning advantages and amenities. A high standard of liveability, comfort, individuality, variety, and aesthetic quality as related to housing design and other aspects of community environment is a prime goal of the Preliminary Master Plan.

Design factors to achieve these aims include orientation to distant views, orientation and access to common courtyards and/or individual "yards", access to automobile parking, orientation of living spaces to receive sunlight, the provision of a sense of individuality of entrances, and the creation of dwelling unit variety by stepping the dwelling units with the topography, by placing building units at angles, and by alternate articulation of individual units as seemingly separate parts of a multi-unit structure.

Dwelling units planned uphill from streets should be designed as much as possible to take advantage of their specific site conditions. These include the planning of a garage level as a dividend of hillside building, absorbing of change-of-grade by the garage level, the provision of an on-grade patio for the lower dwelling unit, and the utilization of the garage level for storage, laundry, refuse collection, and heater spaces.

The design of dwelling units planned downhill from the street should reflect other specific site conditions as basic form determinants. These include the provision of carports uphill of the dwelling units, the creation of stepped parking spaces by the use of retaining walls parallel and perpendicular to the street, the use of pedestrian bridges to allow entrances to the buildings at an intermediate level, and the utilization of the substructure space in the lower story for storage, laundry, refuse,and heater spaces. In addition, design consideration should be applied to roof types to minimize the blocking of views from uphill dwelling units.

Specific advantages of the stepped base and cascading building types includes more direct relationship of all dwelling units in a building to adjacent open spaces and their use for terraces, tot lots, and drying yards.

Specific architectural character sought in the development of all building types include an architectural "shelter" expression of roofs and breakup of roof planes for variety and interest, including such devices as dormers. The handling of projected bays and the design of stairs and balconies as architectural elements will be important to provide form, shadow contrast and variety. Articulation of individual dwelling units and visual differentiation of types of unit, whether apartment, two-story townhouse, or three-story townhouse, also may be utilized as design tools and form determinants. In order to respect the basic and foremost preferences of the community, a character of design emphasizing visual individuality of dwelling units even though of attached, party-wall, or multi-story apartment construction is a prime direction of the Master Plan.

B. Foundation and Substructure

Exposed portions of buildings where floors are elevated above sloping grade are generally expected to be covered or "skirted". Where practicable, the lower areas may be in part utilized for storage, laundry, and in some cases a neighborhood convenience shop .

The latter must have specific consideration relative to convenience of access for customers, primarily pedestrian but also to some extent in automobiles.

Foundation construction will predominantly deal with slopes constituted of rock. The rock is generally serpentine in nature and within approximately 20 feet of original grades (currently existing grades) it is expected to be rippable with heavy excavating equipment. Below the 20 foot depth, it may be sufficiently hard to require blasting. Due to new cut conditions required by the overall design for roads and/or development of building sites, it is expected that both rock conditions will be encountered for foundation work. In some cases, new or existing fill of varying depths over its original rock substrate will be encountered. Preliminary analysis of foundation systems has indicated the probability of drilled caissons into rock as the most applicable system with respect to economy and the variety of conditions to be encountered. The Redevelopment Agency proposes to execute relatively extensive soils testing with borings sufficient within housing parcels to generally determine the more specific nature of the conditions and depths of foundations to be required. Where rock stability exists it is proposed

to request a variance from the local building code requirement for grade beams connecting drilled caissons.

The structural and design ingenuity of participating architects will be encouraged and challenged to develop other and less expensive foundation techniques for hillside structures.

C. Structure

It is generally conceded that with conventional construction procedures, lowest costs for residential construction are obtained with wood frame methods. Since the restricted time schedule emphasizes the importance beyond all other factors of reaching the earliest possible date for actual construction of housing, it is assumed that insufficient time exists for development and application of new and innovative techniques such as total unit prefabrication or precasting to effectively reduce costs, and therefore wood frame structure is herein assumed for use in two and three story structures.

The above assumption does not preclude the application and use, assuming compatibility with the desireable factors of aesthetics, residential character, and liveability, of innovations of design or construction, particularly where resulting economies are attainable. In fact, due to subnormal unit costs for basic construction inherent in the project program in order to maintain low rent or purchase payments, ingenuity and astute judgement regarding abnormal economy of construction

under the difficult terrain conditions and local construction cost conditions will be imperative for architects, engineers, contractors, governing agencies, and sponsors, if programmed costs are to become feasible.

D. Exterior Materials

In addition to economy of initial construction, economy of long range maintenance and durability shall be important factors of judgement. In areas of buildings subject to closest contact by occupants and others, materials selection should consider maintenance characteristics more seriously. For visual variety and individual identity of dwelling units, contrast of various combinations of materials should be considered, or, in lieu of change of materials, variety of color treatment shall be applied.

Where it is considered effective from the standpoint of mass purchasing economy or overall design harmony to utilize similar building components in all or most dwelling unit construction for the overall project, architects will be required to include use of such components, per instructions of Prime Consultant, in their designs. Such components conceivably may be specific types of windows, doors, bathroom wall covering materials, appliances, or etc.

E. Roofs

General character of roof design is visualized to be predominantly of sloping planes. A variety of sloping roof types shall be designed to provide relationship to sloping site; residential character, reduction in building scale, variety and separate identity of units within an overall larger building complex, while retaining a harmony and general consistency of character as a framework under which many variations are to be encouraged.

Since a prime consideration will be that of economy, roof materials are unfortunately limited. Local building codes require fire retardant roof materials thereby obviating the otherwise desirable possibility for domestic residential character such as can be obtained by use of wood shingles.

Recognizing that the majority of roofs will be looked down upon by other residents and will appear prominently as foreground elements within the overall dramatic views prevalent from the site, the selection of roof materials from the standpoint of color and texture is of particular importance. As a result of such limitations and the combination of factors involved, a greater concern for roof material, color, and basic roof shapes shall be inherent in the design direction. In addition, it will be required that unsightly utility appurtenances as projections through roofs shall be minimized by design. Consolidation of plumbing-vent roof projections and/or special covering devices to conceal groups of such utility projections in order to provide clean and uncluttered roof surfaces should be considered mandatory. Individual TV antennas for each unit are not expected to be allowed.

An initial design proposal of the Prime Consultant directs consideration to an overall consistency of roof color for all residential roofs in the community. This is seen as a harmonizing characteristic to provide repose of foreground views against distant views, a consistent design theme throughout under which many design variations may occur, a distinction of overall design character developing community identification, and a pleasant residential character.

This concept is reminiscent of many European landscapes where a predominant roof material and color contributes to the overall picturesque, reposed, domestic quality; the total contributing towards an interesting visual "village" atmosphere. This proposal visualizes all roofs as rust-red in color, relating to the similar overall color characteristics of European villages which utilize terra cotta tile roofs consistently.

Flat roofs may be sparingly utilized, to provide occasional variations in roof form and as cover for carports or similar smaller scaled structures. Where utilized they shall be given special design concern for shape and character particularly considering the varied elevations of site from which they will be viewed. Use of red gravel on such flat roofs is implied for general harmony and consistency. If a more widespread use of flat roofs is considered desirable by a particular design concept, it shall be subject to early proposal, review, and approval of the Prime Consultant relative to compatibility with overall design character.

F. Color

Carefully considered color combinations shall be submitted for approval with encouragement towards relatively bright color combinations and color accents in order to develop an atmosphere of cheerfulness, interest, and variety, as well as departure from drabness often associated with the institutionalized character of housing projects. It is generally accepted that the ethnic composition of the community indicates a psychological sympathy and preference for color combinations of relatively high key and that this is a logical and consistent relationship to the desirable character and quality of the overall environmental aspects for this community. The gaiety, cheerfulness, and perhaps exuberant atmosphere to be provided by color and other design characteristics for the new community should help to provide an obvious and dramatic change from the previous drabness of the environmental aspects of slum conditions.

G. Interior layout and design

Generally, sizes of rooms, spaces, and overall dwelling unit areas will be in accord with programs developed by the Housing Feasibility Consultant and the Redevelopment Agency, as approved by the Joint Housing Committee and subject to approvals of the FHA and other applicable governmental jurisdictions. Floor plans shall emphasize spaciousness, convenience, and basic functional considerations of privacy, soundproofing, and adequate and convenient storage, while consistent with a simplicity and directness of structure for economy. Materials shall be reasonably durable and economical as suited for their specific purposes.

Interior planning shall be developed to provide a variety of choice of basic room types and characteristics such as fully open, semi-open, and enclosed kitchens, separated dining areas, or dining rooms. Combined living and dining rooms or combined kitchen and dining areas shall also be variables.

Kitchens or related areas shall provide optional possibility of installation of owners' clothes washers and dryer units and dish washers. Each building group shall have common laundry rooms conveniently accessible and planned for use of coin operated laundry units. The specific quantity and requirements for these shall be as programmed by the Housing Feasibility Consultant for each housing parcel.

H. Exterior Drying Yards

Exterior drying yards to serve common laundry rooms shall be planned in conjunction with landscape design of exterior areas. Where dwelling units are directly related to access at or near grade providing individual "yards", visually enclosed areas for clothes drying shall be designed. Design consideration shall be given to the problems of enclosing drying areas generally, whether common or individual, with a pursuit for satisfactory solutions imposed by terrain, whereby the clothes drying circumstance will not be allowed to visually dominate the intimate or distant scene.

I. Utility Systems

All planning and design considerations for plumbing, electrical, and heating systems shall be directed to the simplest and most direct solutions to technical and cost problems. Of equal importance shall be initial cost and maintenance and operational costs with full consideration for factors of convenience and safety.

Serious study should be given by architects and their consulting mechanical and electrical engineers to practicable simplifications of materials and installation techniques, whether currently acceptable to building codes and/or trade union practices or not. Where such concepts of simplification are conducive to greater economy without sacrifice of safety or convenience to users, it is proposed to request variations from governing authorities in order to develop greater economy in the overall project, i.e. lower cost to the individual consumer.

Where it may be possible to affect greater economy through volume manufacture and purchase of materials or systems, individual architects will be required to design and specify portions or all of utility systems consistent with the overall framework of this direction. Such situations could conceivably involve choice of plumbing or electrical fixtures or materials, and/or heating systems or specific components of heating systems.

Governing Codes and Restrictions

The various codes applicable to private construction will generally be governing the design aspects of this project. These include local building codes, fire and safety codes, and zoning regulations. The zoning expected to be applied to the project is that of a PUD zone; however, the normal restrictions applying to R-3 zoning shall be considered guidelines. Wherever the Master Plan indications are at variance with the R-3 zoning regulations it is expected that variations in the Master Plan will govern and that the overall freedom of design inherent in PUD zoning procedures should allow flexibility to incorporate the design standards of the Master Plan. However, variations from standard R-3 zoning shall be noted and in all cases brought to the attention of the Prime Consultant for review with the planning consultants and the San Francisco Department of City Planning for clarification at an early stage.

While the building code of the City and County of San Francisco will legally apply, it is requested of all designers that ideas for building construction simplifications be researched and developed in the very early stages of design in a directed attempt to obtain economies in construction consistent with reasonable convenience and safety for the occupants. These concepts for simplification and economy shall be proposed through the Prime Consultant and presented to the building department officials for variances if deemed realistic to do so.

Governing authorities have been advised by the Prime Consultant that the sub-normal unit costs proposed for this project, in order to obtain programmed rentals, are not feasible except if, by the cooperation of all concerned, simplification of the many factors which normally produce high unit costs for building construction in this local area is attained. It is thereby hoped that a high degree of cooperation will be available from all governing jurisdictions.

Each designer will be required to familiarize himself thoroughly with applicable FHA and other federal agency guides and mandatory restrictions and consider them applicable unless specific variances are obtained.

K. Employment Resources

It is to be considered important in designing for the project to pursue ideas and concepts of construction which might be helpful to further the involvement of relatively unskilled local resident labor. It is intended that all efforts shall be made towards implementation of constructive ideas which embody utilization of the potentials of local labor resources.

It is also contemplated that concepts will be encouraged and sought, in an attempt to lower initial costs of dwelling units, which will allow the subsequent construction of some items of work beyond that required for basic shelter construction; these to be executed on the self-help "sweat equity" basis by individuals of the community. Such items might be: final finishing such as painting, construction of cabinetwork and/or furniture items, construction of carports, construction of fence enclosures and/or utility buildings.

It is contemplated that if such procedures are put into practice, all items shall be of the design of the original architect for the specific dwelling unit complex.

The assistance of architects will be requested in aiding, instructing, and supervising the residents in execution of such work at least as a pilot program endeavor.